

COMMENT/RESPONSE LOG
CITIZEN ADVISORY COMMITTEE MEETING #3 (2/18/2010)
5TH STREET IMPROVEMENTS PROJECT
CITY OF WOODBURN

ITEM NO.	COMMENT DATE	REGARDING	COMMENTS	RESPONSE
177	2/18/2010 (CAC #3)	Funding	What is the budget for the project?	Dan Brown responded and said that the City had allocated money that will cover the project design and some property costs. The City has a responsibility to finish the project with the least amount of cost possible. Options 1, 3 and 4 were all more expensive than Option 2 and did not provide any significant benefit over Option 2. Currently the projected cost is estimated at about twice the original estimates. The Woodburn City Council will have to budget for this project. He said that 45% (\$1.3 Million available) of the project will be paid for with System Development Charges.
178	2/18/2010 (CAC #3)	Funding	There were CAC concerns with where the 55% costs of the project will come from that will not come from SDCs.	Dan responded that he will need to look further into the availability of funding to better address this concern.
179	2/18/2010 (CAC #3)	Property impacts	CAC member Casey Robles had concerns with property acquisition and will not support any option that requires a forced sale of property.	Comment noted.
180	2/18/2010 (CAC #3)	Yew Street Extension	CAC member Cindy Wurdinger-Kelly had the only yellow card (in regards to voting to eliminate Options 1, 3 and 4 for Yew Street). She felt that the City did not fully analyze the options. She felt that the Yew Street Option in general is okay but felt that the City should have fully analyzed all of the options, in particular those that could connect to 1st in the future.	Comment noted.
181	2/18/2010 (CAC #3)	Design	It is a reasonable assumption that the majority of new traffic through the project area will be peak hour traffic.	Comment noted.
182	2/18/2010 (CAC #3)	Traffic	Are the numbers shown in the near or distant future?	The numbers shown are within months after the completed project but are assuming 2009 behaviors. ODOT has completed a model for 2035. That model shows that as infrastructure improves over time, there will be less pressure for people to seek alternate routes, or routes that cut through neighborhoods to avoid congestion on state highway bottlenecks.
183	2/18/2010 (CAC #3)	Traffic	It was stated that the purpose of the project was to relieve traffic congestion on Settlemier but the numbers show that there is little to no improvement. Is the project being completed for only 500 cars a day?	Roughly 25% of the traffic using the opened 5th Street will be from within the immediate area, about 35% will be from north of 214 and the majority of the potential 500 fewer cars along Settlemier will be during peak hour which would have significant impact.
184	2/18/2010 (CAC #3)	Traffic Volumes	The estimated guess is good but it also seems that if the 5th Street project is not completed that the numbers along Settlemier would be greatly increased.	Comment noted.
185	2/18/2010 (CAC #3)	Property impacts	Houses are closer to the streets on 5th than on other busy streets like Harrison.	Comment noted.
186	2/18/2010 (CAC #3)	Traffic Flow	The St. Luke's families use 5th Street 400 times a day, a couplet will make the pick up and drop off flow better.	Comment noted.
187	2/18/2010 (CAC #3)	Design	It was requested that when the information is presented to the City Council that it would be presented the same way it was originally presented to the CAC (with no differentiation between the traffic congestion categories). It was also mentioned that, depending on your perspective, the first four categories could be congestion related (local traffic congestion, system-wide traffic congestion, vehicle access and emergency response access).	Comment noted.
188	2/18/2010 (CAC #3)	Design	It was requested that the CAC be allowed to re-vote on their priorities as the process moves forward as members' perspectives change.	Comment noted.
189	2/18/2010 (CAC #3)	Traffic Flow	The clockwise couplet introduces a left turn movement at Yew and 5th, which would automatically create traffic issues.	Comment noted.
190	2/18/2010 (CAC #3)	Design	Are there currently any one-way streets in Woodburn?	There is a modified one-way street for truck traffic. Dan Brown mentioned that there is a strong aversion to one-way streets in Woodburn in general.

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191	2/18/2010 (CAC #3)	Traffic Flow	Is emergency vehicle access reduced in the one-way option?	CAC member Paul Iverson responded and said that he does not like one-way streets as they can potentially increase response times. Dan Brown mentioned that response times are important but should not be used solely to make a final decision. Response times of the different options compared to current response times should be analyzed. He also mentioned that, given enough room, most emergency responders could access the streets going against the flow of traffic if the emergency required it.
192	2/18/2010 (CAC #3)	Traffic Flow	It should be noted that opening 5th Street is a major factor in improving response times.	Comment noted.
193	2/18/2010 (CAC #3)	Property impacts	The project should improve property values. If the Front Street project is looked at as an example, parking, a new street, new curbs and new sidewalks improve property values and with improved appearance, people generally take better care of their property, further improving property values.	Comment noted.
194	2/18/2010 (CAC #3)	Community Interests	One CAC member felt that private property impacts also include the livability inside homes and the impacts of living on a busier street. It was mentioned that nobody wants cars driving by their home all day.	Comment noted.
195	2/18/2010 (CAC #3)	Traffic	A member of the public asked if delay is accounted for in the traffic model.	Kevin said that delay is not addressed in the raw traffic volume numbers from the model, but is evaluated during the traffic analysis process for intersections of concern. The traffic numbers along the local streets in the project area normally low enough that they do not cause much concern. Dan Brown mentioned that volume to capacity is how the traffic flow is more often communicated.
196	2/18/2010 (CAC #3)	Community Interests	A CAC member expressed the need for the project team to ask for their opinions on the options, as the meeting format does not leave much room for opinions to be expressed	Comment noted.